Commercial Motor Vehicles in Crashes

Table 40 shows Commercial Motor Vehicle (CMV) crashes for 2003 through 2007. For the purposes of crash reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

Table 40
Commercial Motor Vehicle Crash Rates : 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatal Crashes	40	31	30	25	28	12.0%	-14.1%
Injury Crashes	492	536	527	502	518	3.2%	0.8%
Total Crashes	1,704	1,918	1,983	1,710	1,878	9.8%	0.7%
Commercial VMT (100 millions)	25.4	26.4	27.3	28.3	29.6	4.4%	3.7%
Fatal Crash Rate	1.6	1.2	1.1	0.9	0.9	7.3%	-17.2%
Injury Crash Rate	19.3	20.3	19.3	17.7	17.5	-1.1%	-2.7%
Total Crash Rate	67.0	72.6	72.5	60.4	63.5	5.2%	-2.8%

Table 41 presents the location of CMV crashes by severity and roadway type. While 56% of all CMV crashes occurred on rural roadways, 71% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (47%) occurred on local roads, while the largest percentage of fatal CMV crashes (39%) took place on US and State highways.

Table 41
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2007

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Rural	7	25.0%	63	12.2%	158	11.9%	228	12.1%
Urban	3	10.7%	41	7.9%	92	6.9%	136	7.2%
U.S. or State Highway								
Rural	10	35.7%	158	30.5%	288	21.6%	456	24.3%
Urban	1	3.6%	40	7.7%	126	9.5%	167	8.9%
Local								
Rural	3	10.7%	93	18.0%	267	20.0%	363	19.3%
Urban	4	14.3%	123	23.7%	401	30.1%	528	28.1%
Total	**28**	**1.5%**	**518**	**27.6%**	**1,332**	**70.9%**	**1,878**	

Table 42 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2003 to 2007.

Table 42
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Bus							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	30	37	43	31	39	25.8%	3.9%
Property Damage Crashes	90	105	94	87	103	18.4%	-0.4%
Single Unit Truck							
Fatal Crashes	13	12	12	10	10	0.0%	-8.1%
Injury Crashes	156	195	161	173	171	-1.2%	5.0%
Property Damage Crashes	336	402	425	390	450	15.4%	5.7%
Single Unit Truck with Trailer							
Fatal Crashes	2	2	1	0	1	100.0%	-50.0%
Injury Crashes	29	28	25	35	41	17.1%	8.6%
Property Damage Crashes	76	90	76	74	137	85.1%	0.1%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	1	1	0	1	100.0%	-33.3%
Injury Crashes	13	14	8	16	10	-37.5%	21.6%
Property Damage Crashes	30	35	36	25	21	-16.0%	-3.7%
Semi with Single-Trailer Configurations							
Fatal Crashes	20	16	11	11	16	45.5%	-17.1%
Injury Crashes	235	239	253	212	237	11.8%	-2.9%
Property Damage Crashes	561	629	696	550	527	-4.2%	0.6%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	2	4	3	0	-100.0%	25.0%
Injury Crashes	37	35	52	50	32	-36.0%	13.1%
Property Damage Crashes	93	113	122	88	110	25.0%	0.5%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	0	0	1	1	0.0%	0.0%
Injury Crashes	0	2	1	4	1	-75.0%	150.0%
Property Damage Crashes	13	9	6	9	11	22.2%	-4.7%

*** Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both catagories*

Table 43 shows different vehicle types as a percent of all vehicles in crashes excluding pedestrians, bicyclists, and non-motor vehicles.

Table 43
Vehicles in All Crashes by Vehicle Type: 2003-2007

Vehicle Type	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Passenger Cars	23,363	23,780	23,931	20,062	21,897	9.1%	-4.6%
%	50.4%	48.4%	49.0%	48.1%	47.7%	-0.8%	-1.5%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	20,346	22,357	21,830	18,968	21,010	10.8%	-1.9%
%	43.9%	45.5%	44.7%	45.5%	45.8%	0.6%	1.3%
Medium Trucks*	623	743	719	699	828	18.5%	4.4%
%	1.3%	1.5%	1.5%	1.7%	1.8%	7.6%	8.0%
Large Trucks**	1,034	1,124	1,222	1,004	994	-1.0%	-0.1%
%	2.2%	2.3%	2.5%	2.4%	2.2%	-10.1%	2.8%
Buses	122	143	141	119	144	21.0%	0.1%
%	0.3%	0.3%	0.3%	0.3%	0.3%	9.9%	2.9%
Motorcycles	452	533	558	528	640	21.2%	5.7%
%	1.0%	1.1%	1.1%	1.3%	1.4%	10.1%	9.2%
All Other***	443	458	393	288	352	22.2%	-12.5%
%	1.0%	0.9%	0.8%	0.7%	0.8%	11.0%	-10.1%
TOTALS	46,383	49,138	48,794	41,668	45,865	10.1%	-3.1%

**Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.*
***Large trucks include bobtail tractors and tractor-semitrailer combinations.*
****Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, and Unknown or Missing data.*

Table 44 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2007, there were 5359 persons involved in CMV crashes. Occupants of passenger vehicles combined to comprise 38% of the persons involved in CMV crashes. Of the 37 fatalities that occurred in CMV crashes, 84% were occupants of passenger cars, pickups, vans, or other vehicles while 16% were occupants of CMV's.

Table 44
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2007

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	5	14	11	2	32
% of Fatalities	15.6%	43.8%	34.4%	6.3%	0.6%
Serious Injuries	32	42	42	2	118
% of Serious Injuries	27.1%	35.6%	35.6%	1.7%	2.2%
Visible Injuries	86	71	95	10	262
% of Visible Injuries	32.8%	27.1%	36.3%	3.8%	4.9%
Possible Injuries	185	139	112	8	444
% of Possible Injuries	41.7%	31.3%	25.2%	1.8%	8.3%
Non-Injury	2,932	712	794	24	4,462
% of Non- Injury	65.7%	16.0%	17.8%	0.5%	83.3%
Unknown	23	8	9	1	41
% of Unknown	56.1%	19.5%	22.0%	2.4%	0.8%
Column Totals	3,263	986	1,063	47	5,359
(% OF TOTAL)	60.9%	18.4%	19.8%	0.9%	

**SUV is an acronym for Sport Utility Vehicles.*
***Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2007, the economic cost of crashes involving commercial motor vehicles was $273 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).